

**REMARKS**

The undersigned, a pro-se applicant, respectfully requests that if the Examiner finds patentable subject matter disclosed in this application, but feels that applicant's present claim is not entirely suitable, the Examiner draft one or more allowable claim for applicant.

This case has been carefully reviewed and analyzed in view of the Official Action dated July 5, 2000.

The Examiner has objected to the disclosure because of informalities. Appropriate correction has been made to the disclosure as instructed by the Examiner.

In addition, the Examiner has objected to the drawings because of informalities. Red-lined photocopies of the drawings for figures 1 and 4 are submitted for the Examiner's approval.

Further, the Examiner has objected to claim 5 because of informalities. Claims 1-6 have been canceled and replaced with new claim 7 and it is respectfully requested that this objection be withdrawn.

Moreover, the Examiner has rejected claims 1-6 under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. Claims 1-6 have been canceled and replaced with new claim 7 and it is respectfully requested that this objection be withdrawn.

Furthermore, the Examiner has rejected claims 1-6 under 35 U.S.C. 103 as being

unpatentable over Lichtwardt in view of Sakakibara et al and Suran et al. However, it is respectfully requested that this rejection be withdrawn in light of the following reasons:

Lichtwardt, the first reference cited by the Examiner, discloses a method and system for controlling the position of a seat belt relative to an occupant of a vehicle. However, the system according to the Lichtwardt reference must be mounted on a car at the time when the car is assembled and is designed for providing a minimal amount of slack in a shoulder portion of the seat belt when it is fastened over an occupant of the vehicle, whereas the present invention can be easily inserted into a safety belt by a user and is designed for providing a status for the review of the person hit by a car, the driver of the car, insurance company and the manufacturer of the car. In addition, this reference fails to disclose a sensing device for a safety belt comprising: a tightening unit having a fastening unit, the tightening unit comprising an engaging element and a releasing button, and a partial of the releasing button is exposed laterally and the engaging element is adhered to lateral face of the releasing button to elastically mount the fastening plate of the safety belt, the engaging element comprising a fastening board having one end mounted with a rotating shaft having a twisting spring, reverse twisting of the twisted spring causing the fastening board to produce an engaging action; a pulling force recording unit for mounting to a fastening seat of the safety belt, the pulling force recording unit comprising a clipping frame containing a fastening loop with one end protruded out of the sensing device and an elastic mounting unit capable of changing resistance value when a

pulling force is exerted; an impact status recording unit comprising a circuit board on which is mounted a pendulum which changes resistance value of the circuit board by swinging of the pendulum; a record indication unit comprising two time indication circuits, a time adjusting button, an impact force indication light, at least one battery, a plurality of ICs, and a signal line connector, the two time indication circuits recording time simultaneously and being controlled by the time indication button, one of the time indication circuits receiving an impact signal from the pulling force record unit and the impact status record unit when impact occurs, and the other time indication circuits receiving an impact signal from the pulling force record unit and the impact status record unit when impact occurs; and a fastening status recording unit comprising an enumerating sensing switch, and electrical signal and resistance of said units are transferred to the record indication unit. Hence, this reference can be clearly distinguished from the present invention in purpose and structure.

Sakakibara et al, the second reference cited by the Examiner, discloses a seat belt retractor of automobile. Nevertheless, as the previous cited reference, the seat belt retractor of automobile must be mounted on a car at the time when the car is assembled and is designed for tightening a seat belt when an automobile body undergoes acceleration or deceleration exceeding a predetermined value, so that the seat belt secures a passenger to a seat. Nevertheless, the reference still fails to disclose a sensing device for a safety belt comprising: a tightening unit having a fastening unit, the tightening unit comprising an engaging element and a releasing button, and a partial of the releasing button is exposed laterally and the engaging

element is adhered to lateral face of the releasing button to elastically mount the fastening plate of the safety belt, the engaging element comprising a fastening board having one end mounted with a rotating shaft having a twisting spring, reverse twisting of the twisted spring causing the fastening board to produce an engaging action; a pulling force recording unit for mounting to a fastening seat of the safety belt, the pulling force recording unit comprising a clipping frame containing a fastening loop with one end protruded out of the sensing device and an elastic mounting unit capable of changing resistance value when a pulling force is exerted; an impact status recording unit comprising a circuit board on which is mounted a pendulum which changes resistance value of the circuit board by swinging of the pendulum; a record indication unit comprising two time indication circuits, a time adjusting button, an impact force indication light, at least one battery, a plurality of ICs, and a signal line connector, the two time indication circuits recording time simultaneously and being controlled by the time indication button, one of the time indication circuits receiving an impact signal from the pulling force record unit and the impact status record unit when impact occurs, and the other time indication circuits receiving an impact signal from the pulling force record unit and the impact status record unit when impact occurs; and a fastening status recording unit comprising an enumerating sensing switch, and electrical signal and resistance of said units are transferred to the record indication unit. Hence, this reference can be clearly distinguished from the present invention in purpose and structure. Consequently, this reference is in no way similar to the present invention.

Suran et al, the third reference, discloses an active seat belt control system with seat belt in-use sensor. Similarly, the active seat belt according to the Suran et al reference must be mounted on a car at the time when the car is assembled and is designed for controlling the locking and unlocking of seat belt retractors in a vehicle. Moreover, this reference still fails to teach a sensing device for a safety belt comprising: a tightening unit having a fastening unit, the tightening unit comprising an engaging element and a releasing button, and a partial of the releasing button is exposed laterally and the engaging element is adhered to lateral face of the releasing button to elastically mount the fastening plate of the safety belt; the engaging element comprising a fastening board having one end mounted with a rotating shaft having a twisting spring, reverse twisting of the twisted spring causing the fastening board to produce an engaging action; a pulling force recording unit for mounting to a fastening seat of the safety belt, the pulling force recording unit comprising a clipping frame containing a fastening loop with one end protruded out of the sensing device and an elastic mounting unit capable of changing resistance value when a pulling force is exerted; an impact status recording unit comprising a circuit board on which is mounted a pendulum which changes resistance value of the circuit board by swinging of the pendulum; a record indication unit comprising two time indication circuits, a time adjusting button, an impact force indication light, at least one battery, a plurality of ICs, and a signal line connector, the two time indication circuits recording time simultaneously and being controlled by the time indication button, one of the time indication circuits receiving an impact signal from the pulling force

record unit and the impact status record unit when impact occurs, and the other time indication circuits receiving an impact signal from the pulling force record unit and the impact status record unit when impact occurs; and a fastening status recording unit comprising an enumerating sensing switch, and electrical signal and resistance of said units are transferred to the record indication unit. Thus, this reference is irrelevant to the present invention.

Furthermore, the applicant would like to make the following comparisons between the cited references and the present invention:

### **CONVENIENCE**

These three references must be mounted on a car at a time when a car is manufactured. Whereas, the present invention is designed to be sold on the market so that anyone can buy it from an auto parts shop and install it into their own car as designed.

### **FUNCTION**

Secondly, these three cited references are designed for providing additional safety means and comfort for passengers wearing the seatbelt. This can be regarded as an improvement to the conventional safety belt.

The present invention has the following three purposes which are in addition to the functions of the three cited references:

- 1) The invention is to provide the status proof of fastening the seat belt so that it can provide reference for the person hit by a car, the driver of the car, insurance company and manufacturer of the car.

- 2) The present invention can provide a record when impact occurs, similar to a black box in an airplane.
- 3) The disputes about liability resulting from a car accident can be resolved by the present invention.

### PRICE

These three cited references are complicated in structure and must be mounted inside a car when the car is assembled, so that the cost is very high. The present invention is to be sold in auto parts shops and can be easily mounted on the original safety belt, so that the price is low and can be easily installed.

### SOCIAL COST

The present invention can reduce the disputes resulting from car accidents so that lawsuits regarding these can be reduced or simplified.

It is now believed that the subject Patent Application has been placed in condition of allowance, and such action is respectfully requested.

Respectfully submitted,

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(INVENTORS)

December 4, 2000

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